

BRANDEIS DENOUNCES NEW HAVEN'S MONOPOLY

Charges System's Management with Maladministration and Reckless Extravagance.

COUNSEL REPLY FOR ROADS

Lawyers Declare Criticisms in New England Are Steadily Waning as Demands of the Public Are Met.

Washington, May 7.—Charges of maladministration, reckless extravagance and undue expansion, induced by a spirit of monopolization and aggrandizement, were made to-day before the Interstate Commerce Commission by Louis D. Brandeis, of Boston, against the officials of the New York, New Haven & Hartford and the Boston & Maine railroads. The charges were made in oral arguments submitted to the commission on the testimony taken at the commission's recent investigation in Boston of the operations of the New England railroads.

The criticisms of Mr. Brandeis were met by statements by Charles F. Choate, Jr., personal counsel of Charles S. Mellen, president of the New Haven, who, while admitting that large prices had been paid for some of the properties constituting the New Haven system, declared the action of the directors already had been justified fully in some instances, and he was certain would be justified in all. Expensive improvements, he said, had been made by the roads to meet the demands of the public.

Referring to Mr. Brandeis as "a mis-

nority of one," Mr. Choate said that criticism of the New Haven was rapidly waning in New England, as its operations had become better understood, and he drew smiles from the commissioners and from Mr. Brandeis as well by saying of him: "He has superb destructive talents, but not a single constructive idea ever has emanated from him to the benefit of our New England and the public."

Defends Merger.

Mr. Choate said as to the merger of the Boston & Maine and the New Haven that it was certain they would come together eventually, because they were "natural complements of each other." Adding that complaints of the merger came largely from the State of Massachusetts, he said this was not the first time the superabundant energies of the people of Massachusetts had been devoted to criticism of this sort.

Mr. Choate declared the period between 1902 and 1907, which had been referred to by Mr. Brandeis as the "darkest period of New England transportation," had shown immense improvement both in the equipment and character of the service of the New Haven railroads.

"In the constant harping," said he, "upon the extravagance of new outlays the demands of the public that will not be denied are lost sight of. The management of the New Haven for the last ten years has been progressive and liberal in its expenditures for the convenience of the public. The extensions and connections, the splendid five-hour service between Boston and New York, with all steel equipment, and similar improvements throughout the system, are accepted without comment, yet the public insists upon having them, and is ever insisting upon more. When the demands of the public are under consideration the cost to the company receives small notice."

Praises Freight Service.

Edgar J. Rich, general solicitor of the Boston & Maine, who discussed particularly rates and service, maintained that the arrangement between the New Haven and the Boston & Maine should be permitted to stand. He declared there was no freight service in the world equal to that between Boston and New York, and insisted that it was perfectly satisfactory to the shipping public.

In concluding the arguments Mr. Brandeis said: "Very much of this trouble has arisen out of the fact that the humble task of operating a railroad has not confined the abilities of the New Haven management. Mr. Rich suggests that the remedy for the present difficulty is an increase of freight rates. To increase the rates of railroads that have been managed as these have been managed would be like increasing the income of a spendthrift to meet the deficiencies he is up against at the end of each year."

"The answer to the problem presented—the real remedy—is to operate these roads not only honestly but efficiently. All the increases in rates this commission might allow would not fill the hole which the management of these roads has dug. An increase of the rates would not increase the income of the property, but would merely stifle many industries in our community and choke industrial progress."

Mr. Brandeis said earlier in the hearing that both the New Haven and the Boston & Maine had made enormous efforts toward monopoly and undue expansion, and both had suppressed competition at a "terrible cost." He declared the Boston & Maine was loaded up with leases taken over to suppress competition, and that the New Haven had entered upon "the most aggressive field of monopolization ever undertaken in America."

"For five out of the last six years the New Haven has been paying in dividends more than it has earned," said Mr. Brandeis. "It has pursued a policy of concealing from the stockholders and from the public the character of its methods and policies. The Boston & Maine has outstanding \$24,000,000 of short-term notes which, in natural course, it will have to meet during the coming year, and yet it is about to pass its dividend, and it is doubtful whether it can meet its fixed charges."

"The New Haven's affairs are managed in the same reckless fashion. It has notes to meet within the next eight months amounting to between \$40,000,000 and \$50,000,000. Such management would be condemned in a wildcat mining scheme. Its management, in fact, has not been characterized by wisdom and close consideration, but by recklessness that is appalling. It presents in perfectly definite form the results of unregulated and unbridled monopoly. It represents within a period of ten years the ascension, the decline and the fall of a great railroad system, because its management undertook to do what is not humanly possible."

HAVE RED FLAGS HAILED DOWN

Philadelphia Police Clear Streets of Anarchy's Emblem — Firemen at Liverpool, Ohio, Remove Symbol at Socialist Headquarters.

[By Telegraph to the Tribune.]

Philadelphia, May 7.—Red flags were flying from the windows of several nearby business houses and private dwellings when the thirteenth annual convention of the Socialist Workers' circle opened in the morning in Labor Lyceum Hall, Sergeant Frank Murphy, of the Third and Fairmount avenues police station, with a detail, visited these places and demanded that the flags be removed. The owners at first demurred, but when threatened with arrest obeyed the order.

The convention, which will continue five days, has an attendance of six hundred delegates from all parts of the United States and Canada. The members declared that they are anarchists, but red lightning bolts from the walls and ceiling, and directly over the stage is a large red flag. On each side of this was a small American flag was used as a tablecloth. The speeches were made in Hebrew.

East Liverpool, Ohio, May 7.—Controversy between the patriotic societies of the city and the Socialist organization over whether the Socialists should fly a red flag from their headquarters reached a crisis this morning when Mayor R. J. Marshall ordered the fire department to remove the offending flag. It was taken down amid the cheers of a great crowd.

Within half an hour another red banner was flying from the same staff, and this afternoon several leaders of the Socialists appealed to Sheriff Samuel Crawford to protect their flag from the police. No attempt was thereafter made to interfere.

Several weeks ago the Socialists announced that as the red flag was not the flag of any country there was no law against it. Public sentiment was aroused, and early this week two young men tore down the flag. It was replaced with another, which was burned last night by persons alleged to be opposed to the Socialists. Another red flag was flying when persons appeared on the streets this morning, and it too was torn down and burned. Then the Socialists threw the third flag to the breeze, and this one, to prevent further disorder, the Mayor ordered removed.

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THE REV. DR. MOSES HYAMSON.

Selected to succeed the Rev. Dr. Joseph B. Hertz, recently elected chief rabbi of Great Britain, as head of the Congregation Orach-Chaim.



Dr. Moses Hyamson Coming to Congregation Orach-Chaim.

The Rev. Dr. Moses Hyamson, of London, was unanimously elected rabbi of the Congregation Orach-Chaim, at a meeting in the Synagogue, Lexington avenue and 95th street on Tuesday evening.

Dr. Hyamson will succeed the Rev. Dr. Joseph B. Hertz, who was recently elected chief rabbi of Great Britain, for which office Dr. Hyamson was also a candidate. The call has been accepted by Dr. Hyamson, and he will sail for this country on September 15, entering upon his new work on October 1, the eve of the Jewish New Year. He is at present the Chief Dayan of the London Beth-Din, Rabbinical Court of Judgment.

Dr. Hyamson was born in Suwalk, Russia, on August 25, 1863, and received his education at University College and Jews' College, London. His first charge was a congregation at Swansea, Wales, where he served for ten years, and resigned to accept a call to Bristol.

DINNER TO-NIGHT FOR PHILBIN.

The board of directors of the Parks and Playgrounds Association will give a dinner in honor of Justice Eugene A. Philbin this evening in the Hotel Astor. Justice Philbin was president of the association since its organization in 1906, but resigned upon his appointment to the Supreme Court bench. He will remain a member of the board of directors.

ARMY AND NAVY ORDERS.

(From The Tribune Bureau.)

Washington, May 7.

ORDERS ISSUED.—These army and navy orders have been issued:

ARMY.

Lieutenant Colonel FRANCIS J. KERNAN, adjutant general to Hot Springs Army and Navy General Hospital.

Following assignments captains coast artillery:

RESORTS.

NEW ENGLAND.

RESORTS.

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NEW ENGLAND.

REPORT: FRANK J. MILLER, to Port

defenses of Secretary of War, for duty with staff, vice FREDERICK W. PHISTON.

PHISTON, to 4th company. Leave of absence: First Lieutenant ELIOT HUNT, infantry, four months from August 1, 1914.

Commander S. S. ROBINSON, to assistant bureau of steam engineering. Commander S. E. MOSES, to the Ohio, executive officer.

Lieutenant Commander C. A. ARKLE, to naval topographical station, Newport, May 10. Lieutenant Commander J. W. BRANT, to the Yankton; home, await orders.

Lieutenant CHARLES BELKNAP, Jr., to command torpedo station, May 12; to command Ensigns N. L. KIRK and MERITT HODMAN, detached the Maryland; to the Jupiter. Assistant Surgeon S. D. HART, to Atlantic to serve fleet.

Inspector Z. W. REYNOLDS, detached navy pay office, San Francisco, home, await orders. Chief Machinist ARTHUR COTTELL, to the West Virginia.

Chief Machinist E. W. ANDREWS, to naval proving grounds, Indian Head, May 10. Chief Machinist M. A. THORNTON, to the Indian Head; to the Texas.

Machinist C. H. MARKHAM, detached the Carpenter, R. H. NEVILLE, detached the Carpenter, June 2; to the Ohio. Paymaster's clerk G. W. VAN DRUNT, to the retired list for May 10.

Paymaster's clerk S. F. FREEDMAN, to the retired list for May 10. Paymaster's clerk O. J. PHILLIPS, appointed to navy yard, Boston.

Paymaster's clerk F. C. MILLER, appointed to the Constellation.

MOVEMENTS OF WARSHIPS.—These movements of naval vessels have been reported:

ARRIVED.

May 6.—The Hercules at Washington, the C-1, the C-2, the C-3 and the C-4 at Norfolk; the C-5 at the Cape Fear; the C-6 at the Cape Fear; the C-7 at the Cape Fear; the C-8 at the Cape Fear; the C-9 at the Cape Fear; the C-10 at the Cape Fear; the C-11 at the Cape Fear; the C-12 at the Cape Fear; the C-13 at the Cape Fear; the C-14 at the Cape Fear; the C-15 at the Cape Fear; the C-16 at the Cape Fear; the C-17 at the Cape Fear; the C-18 at the Cape Fear; the C-19 at the Cape Fear; the C-20 at the Cape Fear; the C-21 at the Cape Fear; the C-22 at the Cape Fear; the C-23 at the Cape Fear; the C-24 at the Cape Fear; the C-25 at the Cape Fear; the C-26 at the Cape Fear; the C-27 at the Cape Fear; the C-28 at the Cape Fear; the C-29 at the Cape Fear; the C-30 at the Cape Fear; the C-31 at the Cape Fear; the C-32 at the Cape Fear; the C-33 at the Cape Fear; the C-34 at the Cape Fear; the C-35 at the Cape Fear; the C-36 at the Cape Fear; the C-37 at the Cape Fear; the C-38 at the Cape Fear; the C-39 at the Cape Fear; the C-40 at the Cape Fear; the C-41 at the Cape Fear; the C-42 at the Cape Fear; the C-43 at the Cape Fear; the C-44 at the Cape Fear; the C-45 at the Cape Fear; the C-46 at the Cape Fear; the C-47 at the Cape Fear; the C-48 at the Cape Fear; the C-49 at the Cape Fear; the C-50 at the Cape Fear; the C-51 at the Cape Fear; the C-52 at the Cape Fear; the C-53 at the Cape Fear; the C-54 at the Cape Fear; the C-55 at the Cape Fear; the C-56 at the Cape Fear; the C-57 at the Cape Fear; the C-58 at the Cape Fear; the C-59 at the Cape Fear; the C-60 at the Cape Fear; the C-61 at the Cape Fear; the C-62 at the Cape Fear; the C-63 at the Cape Fear; the C-64 at the Cape Fear; the C-65 at the Cape Fear; the C-66 at the Cape Fear; the C-67 at the Cape Fear; the C-68 at the Cape Fear; the C-69 at the Cape Fear; the C-70 at the Cape Fear; the C-71 at the Cape Fear; the C-72 at the Cape Fear; the C-73 at the Cape Fear; the C-74 at the Cape Fear; the C-75 at the Cape Fear; the C-76 at the Cape Fear; the C-77 at the Cape Fear; the C-78 at the Cape Fear; the C-79 at the Cape Fear; the C-80 at the Cape Fear; the C-81 at the Cape Fear; the C-82 at the Cape Fear; the C-83 at the Cape Fear; the C-84 at the Cape Fear; the C-85 at the Cape Fear; the C-86 at the Cape Fear; the C-87 at the Cape Fear; the C-88 at the Cape Fear; the C-89 at the Cape Fear; the C-90 at the Cape Fear; the C-91 at the Cape Fear; the C-92 at the Cape Fear; the C-93 at the Cape Fear; the C-94 at the Cape Fear; the C-95 at the Cape Fear; the C-96 at the Cape Fear; the C-97 at the Cape Fear; the C-98 at the Cape Fear; the C-99 at the Cape Fear; the C-100 at the Cape Fear; the C-101 at the Cape Fear; the C-102 at the Cape Fear; the C-103 at the Cape Fear; the C-104 at the Cape Fear; the C-105 at the Cape Fear; the C-106 at the Cape Fear; the C-107 at the Cape Fear; the C-108 at the Cape Fear; the C-109 at the Cape Fear; the C-110 at the Cape Fear; the C-111 at the Cape Fear; the C-112 at the Cape Fear; the C-113 at the Cape Fear; the C-114 at the Cape Fear; the C-115 at the Cape Fear; the C-116 at the Cape Fear; the C-117 at the Cape Fear; the C-118 at the Cape Fear; the C-119 at the Cape Fear; the C-120 at the Cape Fear; the C-121 at the Cape Fear; the C-122 at the Cape Fear; the C-123 at the Cape Fear; the C-124 at the Cape Fear; the C-125 at the Cape Fear; the C-126 at the Cape Fear; the C-127 at the Cape Fear; the C-128 at the Cape Fear; the C-129 at the Cape Fear; the C-130 at the Cape Fear; the C-131 at the Cape Fear; the C-132 at the Cape Fear; the C-133 at the Cape Fear; the C-134 at the Cape Fear; the C-135 at the Cape Fear; the C-136 at the Cape Fear; the C-137 at the Cape Fear; the C-138 at the Cape Fear; the C-139 at the Cape Fear; the C-140 at the Cape Fear; the C-141 at the Cape Fear; the C-142 at the Cape Fear; the C-143 at the Cape Fear; the C-144 at the Cape Fear; the C-145 at the Cape Fear; the C-146 at the Cape Fear; the C-147 at the Cape Fear; the C-148 at the Cape Fear; the C-149 at the Cape Fear; the C-150 at the Cape Fear; the C-151 at the Cape Fear; the C-152 at the Cape Fear; the C-153 at the Cape Fear; the C-154 at the Cape Fear; the C-155 at the Cape Fear; the C-156 at the Cape Fear;